

TORRANCE SAYS THE STORY IS ALL JUST "PURE ROT"

**Declares Corporations Are
Being Trifled With.**

**DENIES THAT DEVELOPMENT
COMPANY OWES \$500,000**

**Pittsburg Man Says Concern Doesn't
Owe the Enterprise Bank
"Five Cents."**

Special to the Morning Journal.
Pittsburg, Pa., Dec. 5.—Receiver Thomas Rinker, of the Enterprise bank, will not take personal charge of the Santa Fe Central. He said tonight that as far as he was able to ascertain the affairs of the road were in excellent shape. He will, however, keep in close touch with the railroad officials. In an unofficial way he will supervise the road's affairs, keeping in close touch with the directors for that purpose. Former Receiver Cunningham said there was the best of understanding between the federal authorities and the railroad company. The affairs of the Pennsylvania Development company are being straightened out gradually and there is hope of an early adjustment of the entire affair.

TORRANCE SAYS HE DOESN'T OWE THE BANK A NICKEL

Francis J. Torrance, of the Pennsylvania Development company, positively denies the reiterated statement made by the Associated Press to the effect that the Pennsylvania Development company owes the Enterprise bank a half million dollars and that the receiver of the bank will exercise a supervisory power over the Santa Fe Central railway and Albuquerque Eastern, completing the latter, and then selling the whole system to protect the claims of the bank against the Development company. The "fake story" which the Evening Citizen refers to was in each case a dispatch of the splendid night report received only by the Morning Journal from the Associated Press, the news-gathering organization which provided the Citizen with its abbreviated day report. It is a curious spectacle to see the Citizen denouncing its own source of telegraphic news as a "fake" proposition.

Colonel W. S. Hopewell, manager of the Albuquerque Eastern, was wired to Mr. Torrance for an authoritative statement as to whether the report was true. In his reply Mr. Torrance positively and emphatically denies the equally positive statement of the Associated Press that the Pennsylvania Development company owes the Enterprise bank the sum of \$500,000.

After first sending a telegram that the report was "pure rot" Mr. Torrance later sent the following message last night:

"There is absolutely no foundation for the report and no such talk in the papers here. A property cannot be placed in the hands of a receiver unless that property is in debt and the railway company doesn't owe the bank mentioned five cents. You send me clippings and I will attend to it here. There has been entirely too much of this trifling with the name of our corporation and somebody will have to pay for it."

"FRANCIS J. TORRANCE."
Mr. Hopewell kindly furnished the Morning Journal with a copy of the Pittsburg "Dispatch" of recent date in which Mr. Torrance gives a more detailed denial of published reports. It is in part as follows:

MR. TORRANCE GIVES A DETAILED STATEMENT

Francis J. Torrance, first vice president of the Santa Fe Central railroad, made a statement yesterday to correct what he termed unfounded statements concerning the road and its management. He denied that the road brought about the failure of the Enterprise National bank.

"It is only fair," said Mr. Torrance, "that the public should know the facts concerning the Santa Fe Central—facts that are amenable of easy verification. Rumor and stories based on half facts and no facts have been published regarding the property."

"It has been stated that the road and the Pennsylvania Development company is a quasi-political enterprise and that the future success of the project hangs on the admission of New Mexico into the Union as a state. I want to say that it makes no difference as to whether the territory joins the ranks of states."

"It has been said that Senator Quay made every effort to get New Mexico among the states so as to create a market for the stock of the road and that these efforts were sufficient to create a wide market for the stock. And then it is added that the promoters were enabled to dispose of the stock at figures that exceeded their wildest expectations. That is false. Not a share of the road has been sold or offered for sale. The stock has never been out of the stock books. It has never been sold, used or hypothecated. In this connection a statement has been made that the task of refloating the stock to save the company was given into the hands of Mr. Clark as treasurer. How could stock be refloated which was never on the market?"

Torrance puts in \$1,500,000.
Then the question is raised, "Where did the money come from?" Why, I furnished half a million in cash and a million in securities and some came through Mr. Clark. We don't owe a dollar in New Mexico beyond some minor indebtedness in the banks there."

"If the Enterprise was as sure of getting their money from everybody as they are of getting it from us the bank would be in good shape. Every demand from the Enterprise except some untraveled matter which I am not prepared to discuss has been met. Receiver Cunningham can furnish information on this score."

"If any mistake was made in the road it was that we have built too well. The road is better built than the western roads and is considered by experts to be a fine sample of thoroughness and safety. It has been said that our ties were from three to four feet apart, and, in fact, during the campaign, the doubt was raised whether the road really existed at all. This is false and well calculated to harm a property such as we have in the territory."

"In building the road we had the services of Alan Kennedy, an engineer of the highest standing and formerly of the Chicago & Northwestern. Our ties are of the best and our rails

from the Carnegie Steel company are regulation 70-pound rails. Our bill for rails from the Carnegie Steel company was something like \$575,000 and the freight and other expenses brought the cost up to nearly three-quarters of a million dollars. The roadbed is of adobe and makes a stable foundation, preserving the ties. The road is 7,500 feet above sea-level and there is little or no moisture, which also tends to the long life of the road equipment."

The Physical Equipment.

"The rails in our yards are not 'seconds,' as is sometimes customary. There are 125 miles in operation, with 117 of that main line. We are constructing a branch line to Albuquerque, taking in about 75 miles."

"We have received offers for some of our road equipment from the Atchison, Topeka & Santa Fe. That does not indicate that we have been or are working in a makeshift manner."

"The road connects Torrance on the Chicago & Rock Island and goes to Santa Fe, tapping a country which for richness of minerals and deposits cannot better be described than a 'second Pennsylvania.' For our branch in Albuquerque the city has given us 125 acres for terminals and shops. In the opinion of the government geologist, we have 20,000,000 tons of coal in our territory, with 6,000,000 tons in sight. We have 8,000 acres of native pine, the finest timber in New Mexico, besides great deposits of ore. In this country are thousands of acres of grazing land and in the sheep territory it is estimated that there are 2,000,000 sheep. It is a great copper country, nine big smelters being located near El Paso. We will cut down the distance to without the new branch which will open up great industrial possibilities. It connects three big railroads—the Chicago, Rock Island & Pacific, the Denver & Rio Grande, and the Atchison, Topeka & Santa Fe. The Denver & Rio Grande has no other southern outlet than over our line."

"We will cut down the distance to El Paso, which is the great coal center for the railroads. The Mexican Central, Mexican Northern, the El Paso & Southwestern and the El Paso & Southern and other roads get their coal from this point. We mine coal at 85-2-3 cents a ton and get \$2 a ton for it at pit mouth. At Roswell, on the other side of the Chicago & Rock Island tracks, coal is selling for \$10 a ton and they are carrying coal from Torrance to Roswell in automobiles. As to the sheep industry, we sent 640 carloads of sheep over the Denver & Rio Grande during last month."

Get Government Contract.
"We have been awarded the government contract for carrying the mails into Santa Fe because we made better time than the Rock Island trains. We will be the only line into Albuquerque when the competing line changes its tracks. Also the question of water has been raised. We have a better supply than any in our district, and water enters into railroading in that territory. We have 100 worth of water to a competing line."

Mr. Torrance, asked as to the frequent reference made to the connection of Mr. Clark with the company, said he did not care to discuss this phase of the matter.

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DEAD SHOT SCHULTZ BOUND OVER TO GRAND JURY

**BELLIGERENT FIREMAN ROUSCH
PUT UNDER PEACE BONDS**

The preliminary hearing of Harry W. Schultz, who took two shots at Captain W. W. Sleight on Monday afternoon, came up for hearing in the court of Justice George R. Craig yesterday morning. At the conclusion of the testimony Schultz was placed under \$250 bonds for appearance before the next grand jury.

It seems from the testimony that there has been a family feud on for some time past, and that as Sleight was going to the coal house for a bucket of coal, Schultz fired at him with a pistol. Sleight went to his house and got a shotgun and fired in the direction of Schultz. Though they were at very close range, neither was struck, the shooting being wild in extreme.

Schultz did not testify at the hearing and submitted the case on the evidence of the complainant.

THREATENING FIREMAN IS PUT UNDER PEACE BONDS

John Eich, who is a fireman on the west end of the Santa Fe, was yesterday placed under peace bonds in the sum of \$250 by Justice Craig. J. A. Rousch, an engineer on the same line and Eich have been having trouble for some time past, and Eich threatened so Rousch claims, to take his life and the lives of his family. The trouble came up some time ago while both men were out on the road. The feeling has been growing more bitter and the threats more frequent until Rousch instituted peace proceedings to protect himself.

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THE SAN FRANCISCO POLICE KEEP WIRES HOT FOR MR. OTT

**ALL ABOUT HOW THE COAST
OFFICERS MADE UP THEIR MINDS**

In regard to the recent capture in this city of John H. Ott, wanted in San Francisco for grand larceny, and turned over to Detective Freel recently by Chief of Police McMillin, the San Francisco Examiner contains the following little "aside." Ott was nabbed by the watchful local officers on the limited train here and kept under surveillance until the somewhat dilatory officers of San Francisco decided that they really wanted him bad enough to pay the Albuquerque officers for their trouble. Ott had to be kept under surveillance for several days here. The Examiner says:

The police of Albuquerque, New Mexico, have a rather brusque way of demanding pay for the arrests they make for the local authorities. Captain of Detectives Burnett has just had an experience which is unparalleled in the history of extradition. A week ago last Tuesday, Frank Johnson, a bricklayer, living at 1954 Howard street, reported that he had been robbed of \$1110 by his room-mate, J. H. Ott. He had come to California with Ott a few weeks before and relied implicitly on his honesty.

When he found that his money and friend had fled about the same time he remained loyal until the police discovered that Ott on the day of his disappearance had bought a ticket for Chicago. He was traced to Albuquerque, where he was arrested. Detective Freel was sent with extradition papers to bring him home. No question was raised about the surrender of the prisoner until yesterday, when Captain Burnett received a telegram from Chief of Police McMillin of Albuquerque. An exchange of telegrams followed, with the result that the local police had to finally succumb or fail to secure the prisoner. They read:

McMillin to Dinan: "Am I entitled to a reward of \$25 for Ott?"
Dinan to McMillin: "No reward for Ott."

Freel to Dinan: "Instruct me, as the police demand \$25 for Ott."

Dinan to Freel: "If expense charges are demanded pay and get receipt. No reward for Ott."

Freel to Dinan: "Police want \$25 for arrest and will not give up Ott."

Freel to Dinan: "Pay \$25 and get Ott."

Freel to Dinan: "Wrecks and washouts bad, but will leave tonight with Ott."

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MILLWORKER'S HAND GROUND TO PULP IN MACHINE

**OILER AT LUMBER PLANT
MEETS WITH PAINFUL INJURY**

Joe Komar, an oiler at the American Lumber company's plant had his left hand badly mangled shortly before midnight last night. He was oiling around one of the big machines at the mill. Komar had the oil can in his hand, put his left hand out unconsciously, and it was caught between the cogs near the wrist. All but the first finger and thumb were ground into pulp.

Dr. M. K. Wylder, the mill surgeon, was hurriedly called, and when he arrived, trimmed the hand with a pair of surgeon's scissors and conveyed the man to St. Joseph's sanitarium, where he will operate further on the hand this morning.

Komar suffered terrible agony. He has been in the employ of the company for some time past and says that he does not know how he allowed himself to become so careless.

RUSSIAN CAPTIVES STOLE EFFECTS OF AMERICANS

Grant and Findlay Tell of Privations in Empire.

Victoria, B. C., Dec. 5.—Charles Grant and Robert Findlay, Victoria seafarers who were captured by the Russian cruiser Gromobol, which sank the Japanese sealer Hokusei, on which they were engaged as seafarers, reached home last night after being in the Russian prison at Medved Novgorod for months. They say the Russians treated them badly, stealing all their effects. United States Consul Smith of Moscow visited them twice while in prison, and it was through him that the news of their predicament reached their relatives. Three other Victoria seafarers—Henry Jacobsen, Fred Cochran and William Williams—captured at the same time, are stranded in St. Petersburg.

Findlay and Grant, seafarers, who were captured by Russians when on the Japanese sealer Hokusei Maru, confirm the reports published some months ago that C. T. R. Thompson and George McCamish of San Francisco, Edward McNeill of Victoria, and Joseph Knap, of Washington, as well as a native of Guam, are in prison at Khabarovsk, on the Amur river. Their schooner, the Kyoyochi Maru, was seized and destroyed. They were captured by the cruiser Lena on August 16, 1934, when on the rookery at Robbin Island. They had clubbed 240 skins when arrested.

The five were sentenced to one year and four months' imprisonment at Nicolaevsk. Thompson was kept in heavy irons and manacles, the Russians being incensed at him because he formerly was employed by the Russian company which leased the island as mate on the guardship Kotik. Thompson was reported in ill health when the Japanese seized with him reported the circumstance to the returned seafarers at Medved prison.



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